

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE EXPORT
Subscription, paid in advance,
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Hongkong Daily Press.

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FOR 1909.
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No. 15,943. 號十四百九千五萬一第 日七初月四年元統宣 HONGKONG, TUESDAY, MAY 25TH, 1909. 二拜禮 號五十二月五年九零百九千一英港香 PRICE, \$3 PER MONTH.

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[a40-1]

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THE ONLY FIRST CLASS
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[a692]

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Hongkong, 29th April, 1908. [a1647]

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COMFORTABLE & AIRY BEDROOMS.
Sited in close proximity to the Harbour
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Hongkong, 1st April, 1909. [a549]

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Hongkong, 19th May, 1909. [a33]



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Hongkong, 15th April, 1909. [a35]

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A MAGAZINE HAND CAMERA to
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ELECTRIC PLANT
Consisting of—
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CONDENSING STEAM ENGINE, 100
Horse power by Messrs. BROWN and LINDLEY.
For further particulars apply
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St. George's Buildings,
Hongkong, 23rd April, 1909. [a649]

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Straight as it comes from the Cow.

The Company's Farms, Utensils and Methods
are Models of Cleanliness and, in these parti-
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[a563]

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Photographic Goods of every Description
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Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [a629]

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LADIES' & GENTS' BOOTS & SHOES,
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Cameras fitted with

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A SPECIALITY.

Hongkong, 24th April, 1909. [a37]

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Salary to a Qualified Man—\$150.
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Hongkong, 24th May, 1909. [772]

WANTED.

DOCTOR Wanted for a Short Voyage.
Steamer Returning to Hongkong.
Apply to—
S.,
Care of "Daily Press" Office,
Hongkong, 24th May, 1909. [773]

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GENTLEMAN to fill Vacancy in Mess.
Apply—
MESS.,
Care of "Daily Press" Office,
Hongkong, 21st May, 1909. [764]

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NORTH BRITISH AND MERCANTILE
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TOTAL FUNDS at 31st December, 1907
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Authorized Capital ... £3,000,000
Subscribed Capital ... 2,750,000
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Hongkong, 21st July, 1908. [1019]

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THE latest Method of the AMERICAN
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From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [415]

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TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [504]

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THE HONGKONG ICE COMPANY, LTD.

have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Storage will
be Open at 10 a.m. and 4 p.m. daily, Sunday
excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong 1st April, 1908. [48]

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RELIANCE CROWN
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[a1674]

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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
String Band Plays during Tiffin and Dinner.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
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Electric Lifts to each Floor.

Electric Lighting and Fans.

Telephones on every Floor.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.

A. F. DAVIES, Manager.

[a42]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted; Electric Fans (if
required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 24th July, 1905. [a651]

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PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND
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Telegraphic Address: "SACHSOLA."

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[a45]

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Well Furnished Rooms, every home comfort.

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MRS. F. W. WATTS.

"Braeside," 20, Macdonnell Road.

Hongkong, 4th December, 1907. [a44]

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TELEPHONE 197.

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A thoroughly First-Class and Up-to-Date Hotel

Large and Airy Rooms, affording every comfort

to Residents and Tourists.

Table D'Hôte at Separate Tables.

MODERATE RATES.

Telegraphic address: "Comfort," Hongkong.

For Particulars, apply to

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Hongkong, 5th October, 1908. [a43]

VICTORIA HOTEL

SHAMEN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAMEN."

SITUATED ON THE BRITISH CONCESSION.

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MACAO.

MANAGER—MR. H. N. BEAUREPAIRE.

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Both Hotels electrically lighted, and under

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GUIDES AND CHAUFFERS PROVIDED.

Every information and Special attention given

to Tourists.

REASONABLE RATES.

WM. FARMER, Proprietor.

[a1623]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH CHINA).

MACAO.

THE Hotel is under European manage-

ment and most strict supervision as to

food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous for

a few days rest and quiet.

Comfortable accommodation for travellers

paying a visit to the historical and picturesque

colony of Macao.

Macao is 40 miles south-west of Hongkong.

Two steamers (Sui An and Sui Tai) daily to

and from Hongkong, and two steamers to and

from Canton; give easy communication with

both these centres.

Cable Address—"BOA VISTA."

For Terms, apply to

THE MANAGER.

[a196]

KIALAT HOTEL,

SWATOW.

IF you go to Swatow don't forget to stay

at the KIALAT HOTEL. Nic-

Comfortable Rooms, excellent cuisine.

Situated five minutes run by rickshaw from

German Consulate.

Miss E. WILL

Proprietress.

Swatow, 1st April, 1909. [a152]

EMPIRE DAY.

CELEBRATIONS IN HONGKONG.

As in the other parts of the Empire, the anniversary of the birthday of the late Queen Victoria, which was celebrated so long that it was felt the day should still preserve its special significance and which has now become Empire Day, was yesterday observed in Hongkong. The day was set apart as a holiday but unfortunately the continuous rain spoiled all plans for outdoor enjoyments until late in the afternoon. The British ships in the harbour displayed bunting in honour of the occasion, and in other respects the special character of the day was remembered.

THE GOVERNOR ON DUTIES OF EMPIRE.

HIS EXCELLENCY THE GOVERNOR attended at the Kowloon British School, where were gathered the children of both British schools, in the morning, and delivered an appropriate address. His Excellency was accompanied by the Hon. Mr. F. H. May, Mr. E. A. Irving, Mr. T. F. Hough, Dr. Pearce, and among the others present were Mr. A. Stetson Hooper, Bros. Christian and Cypryan, of St. Joseph's College, Mr. P. J. Wodehouse, and a number of parents and others interested.

Mr. B. JAMES, B.A., the headmaster, opened the proceedings. He said—Before we share in the privilege of hearing an Empire Day address from a living Empire-builder, I will ask His Excellency to present some prizes which have been awarded in honour of a dead Empire-builder. I mean the Nelson Essay Competition. This competition was the outcome of a lecture delivered to the pupils of the school by Lieut. Davies of H.M.S. *Merlin*. There is one thing which may require some explanation—all three prize-winners are members of what is often incorrectly termed the weaker sex. The explanation is that boys who are over 12 years of age are not allowed to attend this school in the first case. Two boys of ten years were considered for prizes. In one case the spelling and composition were so perfect that the examiners came to the conclusion that he must have received outside aid. In the second case the writing and spelling were as imperfect, as they often are, in a boy of 10, but the subject matter was so good that the examiners informed me that he must have won the first prize. I found his reason for not finishing the essay a perfectly natural one—"Please Sir, mother said it was time to go to bed." To show how ancient animosities have disappeared in the reign of King Edward the Peacemaker, I quote a passage from the essay of a competitor who is of French descent and who also won the second prize: "If Napoleon has been great on land, Nelson has been great on the sea. He won the admiration not only of his countrymen, but of the entire world, including even his enemies. All the life of this illustrious admiral was like that of our French knight Bayard—'Sans peur et sans reproche.' The first prize presented by Lieut. Davies, R.N., goes to Eva Taylor. The second presented by Lieut. Duke R. N. goes to Tremendous Boatiron. The third, presented by Mrs. Main, goes to Freda Schmetz, who has left the Colony."

HIS EXCELLENCY said—Ladies and gentlemen, boys and girls of the British Schools: A short time ago when I distributed the prizes here I said that I hoped that we might have the pleasure of going to-day for a water picnic, but it was intimated to me that it would be preferable if I came here and addressed you as the weather has turned out most unpropitious. I have fallen in with this arrangement. To-day is Empire Day and we observe it as a public holiday by ordinance in this colony in order that there will be one universal holiday throughout the whole empire to stimulate patriotism, and to remind us of our duties as free citizens and, as Kipling says, "lest we forget" our heritage and its duties. You have all heard of the enormous extent of the British empire, that it covers over 11½ million square miles of the surface of the earth, about one-fifth of the whole of the globe, and that it includes some 410 millions people, about one-fifth of the whole human race, speaking innumerable languages and living under varying conditions of development. The key-note of the British empire, of British rule, has been that each of these different races should enjoy and develop along their own lines through freedom of speech and freedom of the press, provided that these are not misused to create sedition; and while we have thus fostered independent thought and action, and given full means of expression of thought to every race, it has been the aim of the British wherever they have set foot to influence and promote this liberty and this freedom by encouraging a system of impartial justice. That, boys and girls, I would like you to remember as the key-note of the British Empire. It has been founded on justice. And it has been the object of the British in all their colonies to endeavour to touch the subject races the value of this priceless boon. Slavery disappears, for every man is equal in the eyes of the law, bribery and corruption cannot exist under these conditions. It is because the empire has been founded on this great principle that it has lasted for so many years and has prospered as no other empire in the world has ever done. It is because it has been founded on no selfish motive that we can all be proud to belong to it and the noblest men the nation has produced have been content to give their lives to its service. Under the British flag we claim that all men of whatever race or colour, whatever religion, no matter whether they are wealthy or poor, enjoy greater freedom than they did before the flag came. That is the reason why we venerate our flag and are prepared to give our lives to defend it. It is a stirring thought that to-day there are over fifty different colonies all over the earth where that

flag will be unfurled, and that the national anthem, which you have just heard sung, will be heard in all those different parts of the world. But this British Empire, of which we are so proud and from which we derive these benefits of freedom and opportunities for a world-wide trade, can only exist while its citizens are worthy men and women, and while each one is willing to contribute in his or her own degree to maintain its traditions and defend it. I do not limit what I say to those of British birth, for every British subject is a citizen of the British Empire. If we confine our aspirations to personal advancement, personal wealth, if our ambition is solely to obtain personal distinction and personal pleasure, if we are not ready to make some real sacrifice for the empire, we shall not continue long to enjoy its benefits and it will pass from us. There are those who say that the British citizen of to-day is unworthy of the great trust and heritage which has descended to him, that we are wrapped up too much in money-making and in pleasure-seeking, that we are too absorbed in our own concerns to remember that the ideal of empire is that every British citizen should endeavour to make known to those around him the benefits which he enjoys, to mitigate the distress, to provide education, to check the evils from drink and other forms of self-indulgence by providing healthy recreation. In short, by respecting ourselves and endeavouring to teach self-respect and self-improvement to every other British citizen, that is the way in which the traditions and ideals of the Empire may be maintained. Each one of us can bear our share in maintaining these traditions either by personal service or contributions to such institutions as I have described. In that way we shall prove that we are not unworthy of our forefathers and that British citizens are not decadent. There is another duty which devolves upon us and which we should share, and that is the defence of the empire. I hold it to be the clear duty of every able-bodied man to prepare himself should occasion arise to defend the empire. I hold it to be the duty of every employer to incur some loss, some money loss, in order to enable those he employs to thus prepare themselves. I hold it to be the duty of every British man to teach his sons the benefits they derive and are deriving and the duties they owe to the Empire. And those who are called upon to contribute to the army and the navy must do so freely and without grudge. It is the least they can do. Looking at it on the lowest basis, it is an insurance on their property. We have had some splendid examples lately of voluntary taxation incurred by some of the self-governing colonies, New Zealand, Canada, Australia and others in order to add to the army and navy of the empire. Hongkong at present is not able to do anything in that way. We occasionally hear complaints of the amount which we pay towards the army, but seeing it is half the amount of the cost which is incurred of the force which defends our own colony, we shall regret, if ever it comes that the existence of the empire is put to the trial, that we did not realise our responsibilities sooner, and Hongkong will be one of the first of the overseas colonies to feel the brunt of the strain. You boys of the Victoria School have a cadet corps of which you have every reason to be proud, and I trust that every one of you will become an efficient volunteer in the service of the empire. I will add only one word to those who hear me and to any who perchance may read my words reported in the papers, and that is that I earnestly beseech you to take these matters to heart in no method of scare or panic but, in that sober, dogged, serious way, which is natural to the British and which is the way in which our forefathers dealt with these matters, as matters worthy of the serious consideration of every British subject. Let the words of the professional hymn which we are about to hear sung find an echo in every British subject in this British community to-day.

The children having sung Kipling's Professional Hymn, His Excellency stated that he had received the following telegram from Lord Meath: "Empire blesses the King." With the singing of the National Anthem the proceedings terminated.

At noon the members of the Club assembled to meet His Excellency the Governor who had been invited to attend and when glasses had been charged Mr. T. F. Hough, on behalf of the President, whose absence he regretted, proposed the toast of "Our King, our constitution, and our flag," and in doing so referred to the pleasure which they all experienced at having His Excellency present. He added too that they were pleased to see present to share in their celebrations gentlemen who were not of British birth and he thanked them for the good feeling which they showed by coming to join in their celebrations. The toast having been honoured, the Governor replied. He remarked that it was particularly gratifying to take part in a celebration which had not been arranged in the ordinary way, as there was then no mistaking the enthusiasm, and he went on to say that on Empire Day they ought all, as in a business concern, to take stock of where they were and what were their duties to the empire of which they formed a part. His Excellency then proposed the toast of "Our Empire," which having been acknowledged, the proceedings terminated with three cheers and a tiger for His Excellency called for by Mr. Hough.

DAILY MAIL CUP.

Shooting in the Daily Mail Empire Cup Competition took place at King's Park Range yesterday afternoon, when the conditions militated against good scoring. The highest cards handed in were—

Sapper H. Haines	25	33	30	88
Pvt. Stewart	29	31	27	87
Corpl. Bullock	28	28	28	84
Corpl. Sorby	26	29	27	82
Corpl. Crawford	30	24	26	80
Gunner Anderson	27	27	26	80
Lt. Andrews	29	21	30	80
Sgt-major Rodger	30	25	24	79

Total ... 660

THE INTERNATIONAL INSTITUTE AT SHANGHAI.

DIRECTOR'S SEMI-ANNUAL REPORT.

We make the following extracts from the 23rd Report of the International Institute, or of the Mission among the Higher Classes in China:—

ENCOURAGEMENTS.
The first thing to be especially noticed within the last six months is the encouragement that the work has received. At the last semi-annual meeting, the Director-in-chief pointed out the financial difficulties under which he, as the one bearing the chief responsibility, had been compelled to meet in furthering all the objects of the Institute. Since then there have been several signs of encouragement. Mrs. Murray Warner, with her mother Mrs. Bass of Boston, contributed £1,000. Soon after this the Alumni Association of the Institute, at the first meeting, subscribed a sufficient amount to purchase for the library the "Historians' History of the World." In a few days a letter was received from the Chairman of our American Committee, Mr. William G. Low, subscribing another (gold) \$1,000. We are heartily grateful for Mr. Low's continued generosity, since the Institute first became an incorporate body. He has already contributed (gold) \$8,325, amounting at the present rate of exchange to over £12,000. It is for this reason that the contributions for the building fund from the United States appear so large. With a few more such large individual gifts the Institute would be placed on a solid basis. Later on in the year, the Chinese completed the amount required for the purchase of about 1/3 of a Chinese acre, which fills out the present site of the Institute into one complete piece of ground. Towards this the Shanghai Yacht Club contributed \$200, and Mr. Chu Pao San, and Mr. Yen Tze Chai subscribed what was still lacking.

Other encouraging features appear later on in the report.

DISCOURAGEMENTS.
As the encouragement centres around the financial situation, so does the discouragement. It was only six months ago that we mentioned the forward movement of the British Committee. Several very influential men had consented to allow their names to be added to the Committee. A general appeal was issued. The amount of contributions was so small, that their Executive Committee felt it useless to put forth further efforts, and therefore transferred the amount to the account in Shanghai, £18,780. It is our opinion, however, the smallness of the amount should not cause the British at home to eliminate themselves from this International scheme. It is no doubt true that a large number of the old China hands, who have money at their disposal, would prefer to have their money placed in a British scheme, rather than in one placed in the hands of other nationalities. It is also true that those who are specially interested in Missions prefer to give their money to the regular channels of Missionary Societies, rather than to a work like that of the International Institute, which includes the followers of all religions in one harmonious society. These are only the natural difficulties which will have to be overcome, whether they be of the American or Chinese, or persons of any other nationality, who are favourable to the aims and methods outlined in the plan of the Institute. We appreciate the generosity of those who have given, and it is our hope that the amount may still be increased by the generosity of some one man, as in the case of funds raised by the American Committee.

MEMBERSHIP.
Instead of the membership being 255 a year ago and 224 six months ago, it is 191 at the present time. It is with regret that we have to report that there has been no increase in membership from among the British. The few who have shown great interest in the Institute, and for which we are grateful, but it is a difficult task to secure steady contributions for the maintenance of the work. More good could not be done in favour of Western ideas if foreigners themselves would show more generosity in helping on the work, without the necessity of appeal to the Chinese for their financial assistance.

At the time of unveiling the Tablet to the late Yen Shao Pan, a letter was presented to the Vice-Chairman, Mr. T. F. Hough, by the Chinese Deputies of the Chinese Foreign Affairs. This letter was a request for an annual grant-in-aid to be made by the Institute. It was signed by over forty of the officers of the Institute, including seven who are Consuls-General. Up to the present time no reply has been received from the Vice-Chairman. It is understood that the letter was duly presented, but it is feared that owing to the lack of funds in the Provincial Treasury nothing will be granted for aid to the Institute.

FINANCIAL NEEDS.

The following are the specifications of objects to which subscriptions may be made:—

- 1.—Subscription Membership \$20 (Mex.) or \$10 (Gold) for a year.
- 2.—Subscription for main Auditorium still lacking £15,400 (—Gold \$30,000).
- 3.—An endowment of say, Mex. \$50,000 (Gold \$25,000) or an annual subscription of \$5,000 (Gold \$1,500) for one man's salary.
- 4.—Money to meet expenses in erecting the house \$16,000 (Gold \$8,000)—£12,000.
- 5.—Money to meet deficiency of Yen Memorial Hall \$9,000 (Gold \$4,500)—£6,000.
- 6.—Money to build a 4th Dormitory \$11,000 (Gold \$5,500)—£8,000.

CONCLUSION.

The International Institute has had from its beginning unusual opportunities; some of these have been neglected and cannot be regained; others still remain to be utilised for the good of education and friendly relations between the people of this vast Empire and those of other countries. As originally designed, it was a Mission among the higher classes, and the object was especially to secure the influence of officials and Literati. Since the Institute has been located in Shanghai, it has been brought more in connexion with an influential mercantile class; connexion, however, is kept up with the Chinese officials by means of correspondence and by meeting them as they pass through Shanghai. This principle of winning over those who possess learning, wealth, goodness or any form of influence for the benefit of the larger number who are less favoured is a principle that is now recognised by nearly all Missionary Societies. The wide circle of acquaintances that has been secured by the Institute in the past is an opportunity which very few organizations established by foreigners have been privileged to have. By properly using this opportunity there is the possibility of increased usefulness by the different forms of work which are undertaken by the Institute.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Cream, Charisma, Lait Charentais and Special Skin-Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a Lifetime. A. S. Watson & Co. Ltd. Sole Agents, 145.

HAMBURG LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS"]

April 30th, 1909.

THE MONEY MARKET.

The greater ease in the money market is attracting borrowers of all kinds, as was anticipated some time ago; the most important are the Imperial Government and that of the Kingdom of Prussia, which have announced their intention of offering for subscription together 800 million Marks, half of which will bear interest at 4 per cent. and be issued at 102 7/10; the other at 3½ per cent. the price fixed at 95 3/5. This is the result of a compromise arrived at after a careful consideration of the pros and cons of an immediate return to a 3½ per cent. rate, and it now remains to be seen whether the public will prefer to pay a trifle over par for a 4 per cent. investment or with its speculative instincts choose the 3½ per cent. bonds at a lower figure as offering a better chance of an advance in value. It is to be hoped at all events that the result may be satisfactory, as the "financial reform" question is far from being settled, although Prince Billow has declared his intention of seeing it definitely decided during the present session of the Reichstag. There can be little doubt that the government proposal to make the manufacture of and trade in spirits a State monopoly will ultimately be accepted in some shape or other by a large majority, and that an increase in the duties on Tobacco and Beer will be conceded, but the Succession Duties still meet with strong opposition on the part of many of the Agrarians who would substitute a tax on the "unearned increment" not only on land, but dealings in the stock markets as well. The carrying out of the latter part will cause considerable difficulties and would only be practicable in the case of actual investments. The taxes on gas and electricity seem to have been finally abandoned.

THE AFRICAN DIAMOND FIELDS.

The sole right to purchase and dispose of the diamonds found in German South-west Africa has been conferred on a company recently formed for the purpose under the style of the "Diamanten Regie Gesellschaft für Südwest Afrika" with the head office in Berlin and branch establishments in various towns of the colony. It will be under strict control of the state who will be entitled to a certain percentage of the proceeds of sales and other transactions. The articles of association, containing 52 clauses in seven sections, were ratified by the Bundesrat on February 25th. The business year is to date from March 1 and to end on the last day of February. The share capital is fixed at two million Marks in 20,000 shares, M100 each, but may be increased, if it should become necessary, by an issue of new shares at par or at a premium, but not below the face value. Should it at any time be considered desirable to reduce the capital, a proposal to that effect will have to be laid before a meeting of shareholders convened for the purpose, and, if carried by a majority of at least three-fourths of the votes cast, will be submitted to the Reichskanzler or the Colonial Office in Berlin for their sanction. The reasons for proposing such a step must be distinctly stated, particularly whether it is intended to pay back part of their capital to the shareholders.

The shares to be made out to name and to be registered at the offices of the company; none however but subjects of the German empire will be permitted to subscribe for, or own shares and in the case of shares being sold no transfer shall be effected unless the board of management is satisfied that the purchaser is a German; where it is a firm every member of the same must be of German nationality, and if a company of any kind or description, it must be domiciled in Germany itself or its dependencies. The board of management may insist on proof of nationality being made before entering the names on the register.

A council of administration, to consist of at least five members of German nationality, shall be elected for a term of four years, subject to ratification by the Chancellor or the Colonial Office. They shall appoint a supervisory committee of five, composed of their chairman, vice-chairman and three other members, whose duty it shall be to control the working of the business by the managing directors. The company shall be under the strict supervision of the Chancellor or, in his place the Colonial Office in Berlin, who are empowered to appoint commissioners as a permanent body, or in special cases *pro tem* with the right to attend all meetings of the council of administration, to take part in its proceedings, to examine the books, verify the stocks and convene meetings of the council of the shareholders and to determine the agenda. Members of the council, and of committee of control will get expenses incurred in the course of their duties refunded, but shall not be entitled to any emoluments or fees.

Alterations of and additions to the articles of association must be passed at a general meeting by at least two-thirds of the shareholders present, and shall be subject to ratification by the Chancellor. A majority of three-fourths will be required to carry a proposal for the winding up of the company or the disposal of it to third parties, but in either case the last word remains with the Chancellor.

The whole affair seems to me to be conceived in too bureaucratic a spirit to work smoothly in practice.

THE REMOVED SHIPPING AMALGAMATION.

The Hamburg-Amerika Line has addressed a communication to the local press to the following effect:—

According to the newspapers a shareholder at the general meeting of the Norddeutsche Lloyd last week in alluding to rumours of a threatening absorption of the line by another company, said

that such was evidently the object of Director Ballin's ambition. In reply to this we declare most emphatically that at no time, past or present, have we entertained the wish for, or aimed at, such an amalgamation. As to Director Ballin himself, he has always expressed himself most strongly adverse to any step of the kind and has in fact some years ago firmly declined to consider a scheme submitted to him in writing by his late lamented colleague of the Bremen line, Dr. Wiegand, which, although it provided for separate boards of management in Hamburg and Bremen, differed little from a plan for the fusion of the two companies in other respects.

THE NEW N.D.L. CHAIRMAN.

At the general meeting of the Norddeutsche Lloyd held last week Herr Philip Heineken, formerly a member of the cotton firm of Heineken and Vogelsang in Bremen, from which he retired on the death of his partner in 1905, in order to take over the management of an important department of the company, has been appointed Chairman in succession to Dr. Wiegand.

THE HAPPER JAPANESE PRINTS.

HOKUSAI'S "IMAGERY OF THE POETS."

The Happer collection of Japanese prints was sold by auction at Messrs. Sotheby's London last month. The sale occupied three days, and the sale on the last day proved to be the most important of the three days, a total of £1,919 8s. 6d. being realised.

The chief lot of the afternoon consisted of Hokusai's complete set of ten prints, "The Imagery of the Poets," revealing the "great master's" grandeur of design and power of colouring at the height of his fame; a whole chapter is devoted by De Goncourt to this set, which dates from circa 1830, and of which it is believed a full series has never before come into the European market. The set was started yesterday by Mr. Tregaskis at £100, and fell to Mr. Charles Davis, of Bond-street, at £240, a price presumably considerably in advance of the reserve placed upon the set as a whole.

There were also examples of the following artists:—Torii Kiyohisa; a *hachirakshi*, with the actor Danjuro as a military adviser and strategist, circa 1725—£38 (Stoel); another, with an actor standing full length holding basket hat and bamboo clarinet, very large size, circa 1725—£40 (Stoel); Suzuki Harunobu, two girls fishing in a stream where iris and other plants are blooming, large size print, nearly square, circa 1760—£30 (Wisseling); "The Sick Rooster," a girl standing at the angle of a house in a garden holding a rooster in her arms, another girl on the verandah, large print, in fine condition—£26 (Peterson); two girls on a balcony overlooking the Sumida-gawa at sunset, with Fuji in the distance, circa 1766—£24 (Fehling); a scene from the Ise Monogatari, two girls lost in the open country, an early print with soft colouring, circa 1760 (E. Wilson); and a *hachirakshi* with a burlesque of the scene in the *chushingura* where Uranoemon reads the letter at a tea-house—£25 (Peterson); Kikao Masanobu, a *hachirakshi* with two ladies, full-length figures, one of the gems of the collection, beautifully preserved—£52 (E. Wilson); Kitagawa Utamaro, a *hachirakshi* of special size, with a woman standing looking down at her little boy, circa 1804—£45 (Heller); Yohsai Choh, a *hachirakshi*, full length portrait of a lady standing holding a fan which is decorated with Sharaku's celebrated print "The Man with a Pipe," circa 1797—£54 (Tomita); Kubo Shunman, a triptych with a scene in a tea-house overlooking the Sumida river, a fine impression in excellent condition—£32 (Tregaskis); Chokanetsu, a triptych with the eight beauties of Matsubayashi—£29 (Fehling); and Prince Genji at a garden party, a triptych, circa 1790—£34 (Sir F. Swettenham); Keisai Eisen, a *hakemawari-yô*, with a moonlight scene of a bridge across a river, flanked by high trees and tall mountains, circa 1832—£34 (Fehling); and "The Great Carp," a carp making its way up a waterfall, the Japanese emblem of perseverance—£25 (Fehling); and Hiroshige, the Kise Mountains under snow, triptych, 1854—£22 (Gibson).

OPIUM AND CIGARETTES AT FOOCHEW.

FOOCHEW.

Stern measures are being taken to stop opium cultivation in Foochow, says the correspondent of the *N. Y. Daily News*; the Viceroy even sending out soldiers to a few places where the people were particularly determined to continue the cultivation of the plant. In one or two instances the officials are said to have taken bribes to allow the opium to be grown, but generally speaking it was cleaned out of the vicinity of Foochow, pretty thoroughly, before the soldiers went out, that is to say, after the crop had been gathered.

At Kuchong, the people by private subscription raised the amount of the government tax which would have been derived from the sale of opium and received permission to close the business at once, so that within the month, according to the promise of the magistrate, there will not be a place licensed for the sale of the drug in Kuchong.

There is much excitement in Foochow just now over the cigarette. Some days ago Bishop Wilson Lewis of the Methodist Episcopal Church was asked to address the reform societies and in the course of his address he spoke strongly against cigarettes. The reform societies took the matter up and began to circulate literature against the use of the article. Much feeling was created. It is said that blows have been struck and some timid folk predicted a riot. Representatives of the tobacco interest took the matter to the consuls, but would not seem, hitherto, to have got much relief. A monster mass meeting is called for the 13th instant to discuss the question, and it is expected that the government schools and all the leading reform societies will be represented.

"THE RISING GENERATION."

"Didn't they teach you to fly, papa, when you went to school?"

"No, my son, I'm glad to say they did not."

"What a jolly rotten school!"

Some such dialogue as this will, in the near future, take place between a representative of the "rising generation" and his behind-the-times parent on the return of the pride of the family to his home for the summer vacation. For our young hopefuls are, in reality, being taught the science of aviation in the schools, and the schoolmaster is taking his part in training the modern boy for the place he must take, not only in the world, but above it. The honour of having been first school in the field with an aeronautical course belongs, we believe, to the United Services College at Windsor.

Daily Graphic.

ALMOST NO SKIN LEFT ON FACE

And Neck by Chronic Running Eczema—Arms Strapped to Sides Because of Itching—No Help at Hospital—Confined to House and Could Not Work for Four Months—Feared There was No Cure.

PERFECT RECOVERY IS DUE TO CUTICURA

"I was seized with chronic eczema. The disease broke out on my face and spread to my body arms and scalp. After attending a hospital it gradually got worse and on my face it turned to running eczema. After a fortnight of hospital treatment, I had hardly any skin left on my face and neck and it was so itchy that I had to be strapped with my arms to my side at night. It was a rough case and itchy and sore on my body and arms, but it was running all day long on my face, neck and scalp. I began to think that I should never get well again but I am now well again and have all my hair on my head, thanks to Cuticura. After the first set, consisting of Cuticura Soap, Cuticura Ointment and Cuticura Pills, I began to find the benefit and after the second set the disease had almost disappeared. I can safely recommend the Cuticura Remedies to all who suffer from eczema in any shape or form. I never had the pleasure of leaving the house for over six weeks and I had to leave my employment and was out of work for over four months. D. Hyde, 380, Stony Hanton Rd., Coventry, England, Dec. 2, 1908."

Sore Hands and Feet

For red, rough and chapped hands, dry, cracked, itching, burning palms, with painful finger ends and chapped nails, as well as for tired, itching, aching feet, warm baths with Cuticura Soap and gentle application of Cuticura Ointment are simply wonderful.

Cuticura Remedies are sold everywhere. The British Empire: London, 21, Chatterhouse St.; New York, 15, N. 4th St.; San Francisco, 15, N. 4th St.; India, 15, N. 4th St.; Africa, 15, N. 4th St.; China, 15, N. 4th St.; Japan, 15, N. 4th St.; Australia, 15, N. 4th St.; South America, 15, N. 4th St.; Europe, 15, N. 4th St.; Asia, 15, N. 4th St.; Oceania, 15, N. 4th St.; and all other parts of the world.

54-5

£240,000 UNDER THE SEA.

ROMANTIC SEARCH FOR SUNKEN TREASURE.

Another stage in the Vigo Bay treasure hunt—a search for £240,000 and the most important, most romantic, and most hopeful enterprise ever undertaken for recovering the hidden treasures of the sea—has been marked by the formation of the Sea Salvage Company, Ltd.

Readers have heard from time to time of the inventions of Cavalieri Gino, of Genoa, of his hydroscope, or sea-scope, which allows objects under water to be seen almost as clearly as objects in the air may be seen through field-glasses; and of his elevators and pyroscopes, designed to recover the wrecks or treasures revealed by the hydroscope.

The Sea Salvage Company, Limited, has just been formed to purchase the British rights of these and other inventions, to have the use of a hydroscope and several elevators already made, and to have the full benefits of a concession granted by the Spanish Government for exploring Vigo Bay, in Spain, for the treasure galleons sunk there in the year 1702.

The leading spirit of this enterprise is an Italian gentleman well known in his own country as professor, author, and man of affairs—Dr. Carlo L. Iberti, who for many years past has devoted his whole energies to the question of the treasure in Vigo Bay and how it may best be recovered.

POWERFUL SUPPORT.

The new company is powerfully supported. On the board of directors are—Rear-Admiral Sir Adolphus FitzGeorge, Rear-Admiral Charles Windham, the Earl of Orford, Mr. A. E. Carey (consulting engineer to the Salvage Association), Mr. J. H. Robertson (director of the Interoceanic Railway of Mexico, Limited), Mr. C. H. Hayward (director of Balchlin, Schullis, and Co., Limited), and Dr. C. L. Iberti, Cavalieri G. Pino is the consulting engineer.

Dr. Iberti informed an *Express* representative that he is shortly leaving London for Vigo, where the company expects to be at work in the early days of the summer.

"We shall be in search," he said, "of a treasure that can be reckoned only in millions of pounds. The treasure in gold and silver alone at the bottom of Vigo Bay exceeds, at the most moderate computation £240,000. This figure has been reached by reckoning the specie at its value in the beginning of the eighteenth century; it is worth far more to-day."

THE GOLDEN AGE.

The story of the treasure in Vigo Bay goes back to the golden age of Spain's history, when she drew from her possessions in the West Indies gold and silver to the value of more than £9,000,000 a year. In the year of the battle of Vigo (1702), a fleet of galleons brought home the accumulated treasure of three years, amounting to £28,000,000 in value, with a merchandise almost equally valuable.

When they arrived at Vigo the seventeen Spanish galleons were attacked by the British and Dutch fleets under Admiral Sir George Rooke, and it was to save the treasure falling into the 'victorious allies' hands that the galleons were sunk.

Only about half a million pounds' worth of treasure was captured, some of the gold and silver being adopted to the national currency in England, each coin issued bearing the word "Vigo."

Before the sinking of the galleons the Spaniards saved a sum estimated at about £2,000,000. From the day of the battle until to-day only some £300,000 worth of the treasure has been recovered by the many enterprises that have been attracted to Vigo, and the sum in gold and silver remaining at the bottom of the bay is put at £24,651,323.

Among the inventions of Cavalieri Pino acquired by the company is a submarine boat, worked by electricity, and fitted with mechanical arms, which may be operated with great precision.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press Codes: A.B.C. 5th Ed. Lieber's. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned have received instructions from Sir FRANCIS PIGOTT, Kt., to Sell by Public Auction,

On SATURDAY, the 29th May, 1909, at 2.30 P.M., within his Residence, The "EYRE," No. 13, The Peak, (On expiry of Lease)

THE WHOLE OF HIS

HOUSEHOLD FURNITURE,

Comprising:

TEAKWOOD HATSTAND WITH BEVELLED GLASS, TEAKWOOD EXTENSION DINING TABLE AND CHAIRS, PARELL'S BEST WAVE GLASSWARE, DINNER WAGGON, TEAKWOOD WARDROBE WITH BEVELLED GLASS, DRESSING TABLES, MARBLE-TOP WASHSTANDS, WARE AND GILLOW'S BRASS MOUNTED BEDSTEADS WITH WIRE AND HAIR MATTRESSES, JAPANESE CHEST-OF-DRAWERS, TIENTSIN CARPET (new), TIENTSIN RUGS, CARD TABLE, &c., &c.

Also

One COTTAGE PIANO by The Robinson Piano Co.,

AND

A Number of LAW BOOKS.

Catalogues will be issued.

Terms:—As Usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 19th May, 1909. [776]

HONGKONG—BOSTON & NEW YORK.

AMERICAN ASIATIC STEAMSHIP Co.

FOR BOSTON AND NEW YORK VIA

PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

S.S. "INDRANI" On 16th June.

For Freight and further information

apply to—

SHEWAN TOMES & Co.,

General Agents.

Hongkong, 25th May, 1909. [777]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BRAEMAR."

FROM GLASGOW, LIVERPOOL AND

STRAITS.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their

risk into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, at

Kowloon, whence and/or from the wharves

delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 31st inst., will be subject

to sale.

All Claims against the Steamer must be pre-

sented to the Undersigned on or before the

24th June, or they will not be recognized.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 31st inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., Ltd.,

Agents.

Hongkong, 24th May, 1909. [778]

THE HONGKONG WEEKLY PRESS &

CHINA OVERLAND TRADER REPORT

is now ready and contains:

Extraneous of the Week's News.

Leading Articles.

The Expanding Railway Estimates.

Socialistic Tendencies.

The Canton-Hankow Railway Loan.

Waihaiwei.

Non-Party Imperialism.

Random Reflections.

Hongkong News.

Hongkong Legislative Council.

Receiving Stolen Property.

Philippine Farmers.

An Engineering Triumph.

Here Decorated at Macao.

Correspondence.

The Railway Estimates.

A Visitor's Impressions of Hongkong.

A Russo-British Chamber of Commerce.

Opium Penalties in the Philippines.

Supreme Court.

"Ave Atque Vale."

Chinese in Singapore.

Anti-German Feeling in China.

Christianity in Korea.

Windward and the Maritime Prov'nce.

Manila Merchants and the Tariff Law.

The Delimitation of the Macao Boundaries.

Cumshaw! Cumshaw!

China's Navy.

Company Meetings:

Peak Tramways Company, Limited.

A. S. Watson and Company, Limited.

Company Report.

The Paris Toilet Company, Limited.

Far Eastern Telegrams.

Mr. Claude W. Kinder, C.M.G.

Hongkong as the Good Example.

Commercial Notes.

Shipping.

Extra copies 30 cents each. Cash.

Copies can be posted from the Office to

addresses sent; including postage 34 cents each

or 81 Cash for three copies.

Subscription: \$12 per annum, payable in

advance; postage 52.

Hongkong, 25th May, 1909.

NEW ADVERTISEMENT

PRELIMINARY NOTICE.

PUBLIC AUCTION.

THE Undersigned have received instructions from E. NIEDHARDT, Esq., to Sell by Public Auction,

On THURSDAY,

the 27th May, 1909, at 2.30 P.M., within his

Residence, No. 11, Conduit Road,

"RANFURLY."

THE WHOLE OF HIS

VALUABLE

HOUSEHOLD FURNITURE.

(Particulars from Catalogue).

Terms:—As Usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 25th May, 1909. [775]

INTIMATIONS

E. R.

MAGISTRACY.

IT IS HEREBY NOTIFIED that a

MEETING of His Majesty's Justices

of the Peace for the Colony will be held at the

MAGISTRACY, at 2.15 P.M., on FRIDAY, the

26th May, 1909, for the purpose of considering

the following application under the Liquor

Licences Ordinances, 8 of 1893 and 8 of

1903, viz.

From one KAKUZO UYETSKI for PERMIT-

SION TO ENLARGE THE PREMISES by

adding 1st, 2nd and 3rd floors of house No.

35, Connaught Road Central. Applicant is

now holding an adjacent licence to sell by

retail intoxicating liquors on premises

Nos. 36 and 37, Connaught Road Central,

under the sign of "SEE FOO ROW."

J. H. KEMP,

Police Magistrate.

Hongkong, 20th May, 1909. [770]

NOTICE.

THE MANAGER of KENNEDY'S

STABLES begs to inform the resident of

KOWLOON and district that provided sufficient

support be forthcoming he will be prepared to

establish a SHOEING FORGE at KOW-

LOON where Horses and Ponies can be shod

by experienced Shanghai farriers on stated days

at a moderate expense will be incurred in

hiring suitable premises and in fitting up the

forge the Manager hopes that the Scheme will

have general support.

Those desirous of availing themselves of the

above are requested to send in their names and

number of Horses and Ponies to the Under-

signed.

G. W. GEGG,

Manager,

Kennedy's Stables.

Hongkong, 5th May, 1909. [705]

MONEY TO LEND.

\$150,000 to invest on

Mortgage; Mort-

gages for smaller amounts can be considered.

Send Particulars of Securities offered to

Care of "Daily Press" Office.

Hongkong, 20th May, 1909. [537]

NOTICE.

WEISMAN, LIMITED.

OUR BUSINESS has been REMOVED

to No. 14, DES VŒUX ROAD CENTRAL.

(Lately occupied by Madame Jay).

Hongkong, 28th April, 1909. [667]

SINGON & CO.

IRON, STEEL, METAL and HARD-

WARE MERCHANTS. Wholesale

and Retail Ironmongers Pig Iron and

Foundry Coke Importers. General Store-

keepers and Shipchangers. Nos. 35 & 37, HIVE

LOONG STREET, (2nd Street, west of Central

Market) Telephone No. 515. [583]

TIME FLIES!

SO DOES YOUR OPPORTUNITY.

We have now only a few left of

THE CELEBRATED

W. B. CORSETS

NUFORM AND ERECT FORM.

Most Popular in the World and worn by the

leading Society Ladies of Europe and America.

ONLY TO BE HAD FROM

HOOSAIN-ALI & Co.

Hongkong, 3rd May, 1909. [41]

GRACA & CO.

(Established 1896).

No. 21 DES VŒUX ROAD.

Dealers in

POSTAGE STAMPS

AND

VIEW POST CARDS.

Just Received a Selection of

SEMI'S ILLUSTRATED

POSTAGE STAMP ALBUMS

of Latest Edition, from \$1.75 to \$16 Each.

SUGAR CORN SEEDS.

Inspection Invited. [548]

AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 m.m.

With CHAMBER for 8 CARTRIDGES

FILING 8 SHOTS IN 2 SECONDS.

SIEMSEN & Co.

Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In

all Boxes and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to SS&G, at \$6.57 and

\$7.50 per 100. SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [623]

ON SALE.

BOUND VOLUMES of the HONGKONG

WEEKLY PRESS. July to December,

1908. With INDEX. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS"

Office.

Hongkong, 21st January, 1909.

PUBLIC COMPANIES

PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the

ORDINARY ANNUAL GENERAL

MEETING of SHAREHOLDERS of the

above Company will be held at the Registered

Office of the Company, Alexandra Buildings,

Des Vœux Road Central, on SATURDAY, the

29th day of May, 1909, at 11.30 A.M., for the

purpose of receiving the Report of the Directors

together with a Statement of Accounts for the

year ending 30th April, 1909.

The TRANSFER BOOKS of the Company

will be CLOSED from the 26th May, to the

2nd June next, both days inclusive.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 19th May, 1909. [747]

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the

TWENTY-FOURTH ANNUAL

ORDINARY GENERAL MEETING of the

Company (since its Registration) will be

held at the Office of the Company in Alexandra

Buildings, on SATURDAY, the 29th instant,

at Noon, for the purpose of receiving the

Report of the General Managers, together with a

Statement of Accounts to the 31st December,

1908.

THE REGISTER of SHARES will be

CLOSED from TUESDAY, the 25th instant,

to TUESDAY, the 1st June, both days inclusive,

during which period no transfer of Shares will

be registered.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 20th May, 1909. [763]

HONGKONG & WHAMPOA DOCK

A MAN WHO SWALLOWED SEVENTEEN KNIVES.

REMARKABLE CASE RECALLED

The Times, in its daily extracts from its issues of a century ago, publishes the following curious story, which appeared on April 20th, 1809:—

"A most singular case having lately occurred in Guy's Hospital, of a man who lived several years after swallowing a number of knives and imperfectly remembered accounts of it having found their way into the public papers, we have succeeded in obtaining the following short but authentic information respecting it:

"John or William Cumming, an American seaman, while in France in 1799, seeing some itinerant jugglers pretend to swallow knives, was induced, in a moment of intoxication, to do the same in reality, and actually swallowed four clasp knives, such as sailors commonly use; all which he got rid of in a few days without much inconvenience. Six years afterwards he performed another feat of the kind at Boston, by swallowing fourteen of different sizes; by these, however, he was much disordered, but recovered in the Infirmary at Charleston, near Boston, where the knives are preserved. Being captured on board an American ship, by his Majesty's frigate Isis in the latter end of 1805, he entered the British service, and having boasted of his former exploits, he was unfortunately prevented on to gratify his curiosity by swallowing seventeen on two successive days. He was immediately seized with violent pains, incessant retching, and other alarming symptoms, requiring the aid of the surgeon, under whose care he remained for eighteen months from that time when he was discharged as unseaworthy. He was twice in Guy's Hospital, under Dr. Babington, in 1807; and was again admitted in 1808, by Dr. Curry, under whose care he continued for the last seven months of his life; the whole of that time being passed in almost constant pain, progressive wasting, until the end of March 1809, when he died. On examining the body after death, fourteen knife-blades, and a number of back springs, were found in his stomach; all of them rather corroded, and some nearly dissolved. A brass button, and part of the lining of a silver knife, were scarcely affected; but the bone handles and iron linings of the other knives were either dissolved, or had been passed downwards. The immediate cause of his death was the back spring of a large clasp knife, which had penetrated through the intestines into the cavity of the belly. Two other back springs had got down still lower, and were fixed across the gut, so as to be felt by the finger. Though the blades and back-springs found in the stomach were extremely ragged and sharp, yet this organ was not penetrated by them in any part; and what is still more surprising, he could bear considerable pressure there, and at times took food with appetite. Cumming was remembered to have been in Charleston Hospital in 1805, by a gentleman from Boston, now in London, and if any doubt could remain after the inspection of the body, his exploit on board the Isis at Portsmouth has been confirmed in the fullest manner by Captain Ommay the Commander, and Dr. Lars, of Portsea, who was surgeon of that ship. The knives as taken out of the stomach, with the stomach itself, are preserved at Guy's Hospital; and it is understood that Dr. Curry is drawing up a complete history of the whole case, to be laid before the public either in the Philosophical Transactions, or some other periodical work. Many of the knives he swallowed were four inches long, and one inch and a quarter across the widest part of the blade and handle."

INSURANCE AGAINST UNEMPLOYMENT.

In view of the Bill which the President of the Board of Trade has just presented to Parliament embracing a scheme of insurance against unemployment, we note that Mr. Harold Spender contributed a valuable article on this subject to the Contemporary Review. He thus sums up the results of European experiments:—

The results of the Cologne system seem to show that voluntary insurance against unemployment if applied to workmen individually, even with the help of employers, will produce very feeble results, while the example of St. Gall, in Switzerland, seems to prove that compulsion working on individual workmen is likely to be even less successful.

The examples of Ghent and Antwerp, on the other hand, provide striking examples of comparative success achieved by the community in supporting and encouraging the collective insurance of Trade Unions. But no system exists, save in a few exceptional German workshops, which provides us with any guidance for the establishment of a system of general compulsory insurance worked through employers and with the assistance and co-operation of the trades affected. Such a system, as we have conceived it, would be organized by the municipalities and local councils under the supervision of the State. It would follow the model of the German accident insurance system, and would be accompanied by the formation of labour registries on the Bavarian model. I might start by a large experiment on the Ghent model, but if the workmen outside the Trade Unions are to be included in its benefits, it must necessarily be converted finally into a system of universal compulsion. The contributions would be small and would be levied through the employers on the stamp or book system.

There is no reason why in the long run such a system should not be almost self-supporting. But it is clear that a considerable sum would first be required from the State to tide over the period which would elapse before the contributions of the working classes had built up a fund from which grants could be paid to men out of work. For a time any other State subsidy would be needed, it would probably be best devoted to the assistance of those unorganized and unskilled trades which combine the maximum of poverty with the maximum of unemployment.

Perhaps it is not really "beyond the wit of man" that the inevitable period of unemployment, which comes chronically to the English workman, should be so reorganized as to be a blessing rather than a curse. Like the winter in many parts of the northern world, it might be used as a beneficent period of rest and repair, instead of a cursed period of waste, decay, and despair.

That miracle is largely a question of industrial reorganization. At the approach of an industrial depression, which can now be foretold with the accuracy of an anti-cyclone coming across the Atlantic, great industries might arrange to spread their work out means of "short time," or where that was impossible, to give a portion of their men, varying from a few days to a Sabbath period of unemployment for refreshing their energies and perhaps refilling their minds so that they should come back to work with new power and force. Such a future could only be realised by a scheme of insurance.

THE SILVER MOUNTAIN.

BY MAURICE BARING.

There was once upon a time a King who lived in a golden palace on the top of a high hill. He was powerful, wise, and good; his reign had been a scroll of glory, and he had scattered happiness and plenty on the people of his kingdom. The King had three sons, and when he felt that his death was approaching he grew troubled in his mind as to which of them should inherit his kingdom. In his country it had been the everlasting custom for the King to leave his kingdom not to his eldest son, but to that one of his family whom he considered to be fittest to rule. Now the King's eldest son was a soldier, a fine lad and a brave man; indeed, he was said to be the strongest and bravest youth in the land. The second son was a scholar; from his earliest youth he had pored over books and he remembered what was in them even after he had finished reading them; he knew all about the habits of animals, and he looked at the stars through a long telescope of his own invention. The third son was a fool.

The King was perplexed as to which of these three should inherit his kingdom, for he reasoned thus: "My eldest son is too wild, my second son is too clever, and my third son is too foolish." So the King thought the best thing he could do would be to consult his Fairy Godmother, and he wrote her a long letter explaining the difficulty. His Fairy Godmother answered his letter directly. She said she was sorry she could not come and see him, but that she was kept indoors by a bad cold, but she advised the King to send his sons to look for the Silver Mountain and to leave his kingdom to him who should find it.

The King said to himself, as soon as he had read this letter: "Of course, how extremely stupid of me not to have thought of this before!" So he sent for his sons, and he said: "Tomorrow morning I will all three of you to start and to look for the Silver Mountain, and I will leave my kingdom to him who shall find it."

Early next morning the three youths—his eldest son, his second son, and his third son—started on their quest. The eldest son took his swiftest horse and went off at a gallop. He had not gone very long before he met a man who was also riding on a swift horse in the same direction. He asked him where he was going, and the second man said he was looking for the Silver Mountain, as he heard that the man who found it should inherit a rich kingdom.

"That is true," said the King's son, "nevertheless the quest is not for you; it is only the sons of the King who are entitled to take part in the quest."

"But," said the stranger, "I intend to fight the King's sons and to kill them! Then I shall find the mountain and inherit the kingdom."

"We shall see about that," said the King's son, and he proposed that they should fight then and there, which they did, and the King's son was victorious. He conquered the stranger and killed him, and leaving his body to be picked by the crows he went on his way.

After many days he came to a large town where the palace and chief buildings were all draped in black, and the people of the place were walking about with sad faces, talking in whispers. He asked someone what was the cause of all this grief, and he was told that the chief man of the country, who some time ago had set out upon some fantastic quest, had been killed by a robber in the woods, and that it was only now his bones had been brought home. "It is for this reason we are sad," said the man, "for we are without a King."

On hearing this the King's son said, "There is no cause for grief, I will be your King." And he rode straight to the place and dismounted from his horse walked up the steps of the throne and placed the crown upon his head, and nobody dared say him nay.

Then the King's son thought to himself: "It is needless for me to search all the world over for a Silver Mountain which I possibly may never find at all, or which my brothers may find sooner than I do, in order to inherit a kingdom when I can thus get almost as good a kingdom without any trouble at all." So he thought no more about the Silver Mountain, or of his father, or of his ancient home, but he remained in this foreign country and married a wife and ruled over it, and he lived in splendour and plenty.

The first thing which the second son did when he started on his quest was to consult an old scholar, who lived in a hermitage, and who was famous for being the most learned man in the whole world. The King's second son went to him and told him that he was looking for the Silver Mountain, and he asked him if he would be his guide.

The scholar said to him: "It is a good thing that you came to me for advice. Nobody in the world can help you as well I can. There is no such thing as the Silver Mountain, and I dare say you know that already; nevertheless your father was a wise man to have made this quest the condition of the inheritance."

"But," said the King's son, "if there is no such thing as the Silver Mountain there remains nothing for me to do but to go home and claim my inheritance."

"Not at all," said the old man, "it is of no avail to say that there is no such thing as the Silver Mountain, especially when almost everybody in the world is quite certain that the thing exists. Where your task lies is to find out what people think is the Silver Mountain and to prove to them that it is not silver at all, but an ordinary mountain just like any other. That is what you must do. And so saying, the old man refused to discuss the matter any further. So the King's son set out on his quest once more, and on the way he met many people who were all seeking for the Silver Mountain. They were all anxious to find it because they said that the man who found it would be a great King; and the King's son asked them to guide him to the place where it was likely to be. This they were willing to do, and after they had journeyed for many days through forests and swamps, across large rivers, down steep valleys, and over wooded hills, they reached a wide plain, and beyond this plain rose a great chain of mountains, and in the centre of this chain there towered one mountain higher than the rest, and it was covered with clouds. The people pointed to this mountain and said: "Without doubt, that is the Silver Mountain."

The King's son said that he would climb this mountain, and he took the people with him. The ascent was steep and perilous, and many a time the people who were with him would have turned back had he not encouraged them and led them on by his fiery words, and after many days of toil and hardship they reached the summit of the mountain, whence they obtained a view over the whole of the country.

Then the King's son said to them: "This is the highest mountain in the whole of the land—the whole of the land is now revealed to us. We know all there is to be known about this country, and it is quite plain that this mountain is just a mountain like any other, and that in the whole world there is no such thing as a Silver Mountain; therefore we will now go back and tell this to the whole world, and save our friends and our brothers from wasting their time and exhausting themselves in fruitless

labour over an insane quest." So they went back to the country and announced the news far and wide that there was no such thing as a Silver Mountain, and that those who had set out on the quest of it had better return to their homes.

Now when the people heard this they were angry, and they threw stones at the King's son, and he was compelled to flee from their city and to seek shelter in the old scholar's home. But from that time forward many people in the country ceased to think of the Silver Mountain any more or to search for it, and even among those who were angry with the King's son there were many who felt that nevertheless his words were true.

The third son started also on the quest. He sought out all the highest mountains of the country and convinced himself that none of them could be the Silver Mountain, and yet he was sure there was a thing somewhere and he persisted in believing this, and in saying it. He spent many years of fruitless search, but he never gave up the quest, nor did he ever lose hope that one day he should accomplish it.

One evening, after he had been searching all day, he lay down, footsore and weary, and he said to himself aloud: "If only the fairies would help me I should find the Mountain soon enough."

No sooner had he said this than a beautiful fairy stood before him and said: "I will help you to find the Silver Mountain," and she gave him a small mirror made of polished steel, whereupon she immediately vanished.

The King's youngest son took the mirror and looked into it, and there he saw very distinctly the image of his father lying ill, propped up by pillows, dying and lonely, without any of his children about him. And the King's youngest son said to himself: "What does it matter to me whether I inherit the kingdom or not? Before I think of that I must go back and see my father before he dies. I would much rather my brothers found the Mountain before me and inherited the kingdom than that my father should die without my saying 'Good bye' to him." And he turned back and made for his home as quickly as possible.

Now the King's palace was on the top of a high hill, and the King's youngest son approached it from the back, where he had never been before in his life, and towards evening he emerged from the forest and saw this hill before him, shining in the sunset with the King's golden palace at the summit of it, and in the clear glory of the sunset the hill shone like silver, and the King's youngest son as he looked at it said: "Why this is the Silver Mountain," and as he ran up the hill as fast as he could he saw that it was of silver after all. So he rushed into his father's bedroom crying, "Father, I have found the Silver Mountain—it was here the whole time—at home—and we have all lived on the top of it without knowing it."

The King was very pleased to see his son, and he said: "My son, what you say is quite true and you shall inherit my kingdom." And the King kissed him, and soon after this he died and the King's youngest son reigned in his stead, and reigned happily ever after as the King of his country.—London Daily Telegraph.

SPECTATORS AT FOOTBALL MATCHES.

On Saturday says a recent London paper, at least seventy thousand persons gathered together at the Crystal Palace to watch twenty-two professional players give a display of the art known as football. That is to say, a crowd of men greater than the whole population of important industrial centres such as Coventry, or famous free cities such as Durham, devote their spare time to the game of football, and hosting the efforts of hired players. Some optimists are perhaps to be found who congratulate themselves that this is a striking indication of the hold which healthy athletics has upon the people and pretend to believe that the frequent and regular exercise of the body is a wholesome and a salutary thing. It is, however, a development of the modern age, and is a wholly deplorable and an indication not of increasing interest in outdoor games, which bring health and teach courage and self-reliance, but of an increasing passion for excitement without effort or personal risk, which is inimical to true sport and disastrous to national life. No real parallel can be found since the days of the later and decadent Roman Empire. The spectacle which for once unites the city crowd in a common interest, is less exciting than a gladiatorial contest, and that is all. No element of positive good can be discerned. It is a strange irony of fate which annually sends these hordes of sightseers through the grounds and echoing corridors of the great exhibition of 1851, where the statues of classical gods and heroes stand as the memento of high hopes which have never been fulfilled. The Crystal Palace was to be the centre of rational amusement; but in spite of all efforts its name conjures up thoughts of little but drunkenness and Cupidities. The men who fought in the Victorian era, and whose working classes might have greater leisure and better opportunities would have been strangely disconcerted had they seen the use to which that leisure has been devoted. It will not be denied that professional football exacts high qualities of skill and endurance from those who make it their livelihood, but that it encourages a healthy spirit in the onlookers or sets a high ideal of sportsmanship is wildly untrue. In the account of Saturday's games in another column we read that "fools became frequent spectators," which was continually heard.

When once the foul play set in, certain of the players seemed to forget the sport in their desire to "get their own back" in the shape of a trip or a hack. The blame for this lies not with the players, but with the public whose servants they are. The foul game is not unpopular, it increases the interest, and those who have had a bet or two want their men to win "anyhow." The League spirit penetrates the whole of football, even boys require the stimulus of an imitation league and will even neglect their own game to watch the nearest professional match, while of Saturday's crowd probably a great majority do not touch a ball from year's end to year's end. And while these crowds flock from all parts of England even the Territorials are short of men and the idea of national service is scouted as suited only to the despised foreigner who is no good at games. The afternoon football is only the preliminary to the evening's music-hall and the excitement of killing King Kong with your mouth. It is no wonder that it is safe to trouble any longer to this desireful idea of such sport as a national asset? It is not possible to get all men to play games themselves, nor is it probable that the Greek gods of the Crystal Palace and the museum will assume a sway over the populace, but it is practical to give every man a healthy outlet for his vigour and a wholesome occupation for his leisure in fitting himself to defend the country.

Is Kipling's Army of a Dream doing practical politics? Surely in military training, whatever its defects may be, the manhood of the nation would find an occupation which would strengthen, not debase, character, raise and not lower ideals.

TREASURE-TROVE.

Just eighty-one decades have passed (says the Globe) since an English King, a favourite, whether deservedly or not, with all subsequent generations of the nation, lost his life before a Norman Castle, striving to enforce his claim as overlord to some treasure trove. It must be admitted that the report of the "find" that had been discovered at Chalon, was tempting enough to stir to assertion of his rights a much less important and war-loving chieftain than Richard Lion Heart. In some subterranean chamber had been discovered, it was said, a right marvellous thing. Round a table of solid gold were seated the offices of twelve knights wrought entirely of the same precious metal, while the golden goblets from which they seemed to quaff brimmed with sparkling gems instead of wine. History does not recall what happened to this dazzling bone of contention, and the description too much resembles other stories we may recall of an admittedly Arabian Night type for us to attach any excessive credence to its accuracy.

But it would have been an interesting question for the Bractons and Glanvilles and Cokes of luminous legal ages to follow—how far Richard was justified in claiming the jewels. Assuming the discovery to have been really made, his right under English law to the table and its circumference company was plain enough. As defined by Coke, "Treasure" means any gold or silver in coin, plate, or bullion half been of ancient time hidden wherever it be found, whereof no person can prove any property; it doth belong to the King, or to some lord or other by the King's grant, or prescription." The finding, it is laid down, must have been intentional; it must be in the earth; it must be gold or silver—gems are not mentioned; the finding must be accidental. Evidently then the law of the land where King Richard did not explicitly give Richard the jewels; some have said that the laws of the land, where King Richard did not give him any right at all, but proceeded on the axiom so in vogue in nurseryland of "Findings keepings." It is not impossible, however, that there may have been some foundation for the story the allurement in which drew the English King to his death.

That in bygone days the custom obtained of burying articles of value with the dead is known to everybody; it accounts for desecration of tombs, and supplies for scores of stories both of old and new, including those familiar anecdotes which tell of the resurrection of the seeming dead brought about by the attempt to deprive them of the rings and ornaments they wore. Sometimes, too, famous or wealthy warriors were buried in gold or silver armour. A story is told of an old harper singing at some banquet in Ireland a song which led to a search for the treasure referred to in his song.

In earth beside the land cascade The son of Son's King we laid And on each finger placed a ring

Of gold by order of our King. So ran the run. But possibly the harper or somebody else had sung the same song elsewhere, for when search was made at the spot indicated only two small plates of gold were found, and the fleshless fingers were void of rings. It was treasure trove of somewhat similar sort which Browning tells of in his "Gold Hair; a Story of Parnassus." That it will be remembered told of a maiden famous for her beautiful golden hair, who, dying young, made her friends promise that no one should touch her hair—the last last grew, my all, my own!—but should bury her with it curled round her brow and coiled beside her cheek, and ranged flat and click on her breast. Long years afterwards the church where her tomb was full to ruin, and some boys hunting about found a locket or in a crevice, whereupon the priest, who had his own views, had the grave explored, and when the coffin was opened "why, there lay the girl's skull wedged amid a mat of money." The beautiful girl had been secretly a miser, and had concealed her hoard beneath the folds of her marvellous hair—golden in a double sense. But whether justly would say this came under the definition of treasure trove is another question altogether.

In fact, it may be doubted whether the term applies in strictness to many of the finds of treasure which have formed the subject of our favourite stories, and which at first impulse we are inclined to consider as treasure trove. For the finding must be accidental, and it appears, therefore, that any person who searches for treasure is guilty of trespass. That the discovery of the treasure trove, for though the actual find was searched for systematically, the cryptic fragment of parchment which gave the clue to its whereabouts was chance upon by the priest accident. Monte Cristo's familiar find comes in quite a different category, as he took, indirectly, under the will of the deceased owner. But perhaps it was just as well that the authorities were not enlightened on the subject. On the other hand, the longest haul, if lighted on accidentally, would unquestionably be treasure trove. Hagen buried it, intending to disinter it at a future date, but the amiable Keimhilt effectually prevented his doing so, unless, like S. Denys, he achieved the art of travelling without his head. It would be worth having too—all gold and precious stones—and as much as a dozen enormous carts, making three journeys a day during four nights and days, could transport to its hiding-place.

The actual, precise, instances of treasure trove, and the Law, to decide the legal rights, are to be found in any text book on the subject. More interesting, with a certain fascination of romance, is the reflection that even in England there are probably numerous buried treasures. One cannot always ignore tradition and throughout the length and breadth of the United Kingdom are to be found old legends of hidden treasure sometime guarded by a valiant knight, and now lost to the world. These cures, sometimes by a spectral warter. There is probability, almost amounting to certainty that valuable treasures were hidden by the Romans, and even more probably by the Romano Britons. The treasures of the Incas and of pirates such as Kyd are still existent in theory; the buried wealth of India is among the rudimentary facts known to all students of the East. But perhaps most startling and alluring of all is the theory that among the treasure trove to be at some time recovered from Persian sands or ruins are the Sacred Breastplate and the mysterious Urim Thammim of the Jewish priesthood.

LATEST STEAMER MOVEMENTS.

The C.N. Co.'s str. *Ahmi* left Shanghai on the 23rd inst. and is due here on the 26th inst. The *Aper* str. *Catherine* from Calcutta left Singapore on the 20th inst. afternoon, and may be expected here on or about the 29th inst.

The I.G.M. str. *Prinz Regent Luitpold* carrying the German Mail with dates from Berlin of the 5th inst. left Colombo on Sunday the 23rd inst. a.m., and may be expected here on or about Thursday the 3rd prox.

The I.G.M. str. *Luetow* which left here on the 20th inst. at noon, arrived at Shanghai on the 23rd inst. at 1 a.m.

The H.A. Line's str. *Isola* left Singapore on the 22nd inst. p.m., and may be expected here on or about the 28th inst.

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NOTICE TO CONSIGNEES.

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having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

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All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 9.30 a.m. All Claims must reach us before the 30th inst., or they will not be recognized.

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Hongkong, 19th May, 1909.

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SHIPPING.

ARRIVALS.

BRAYMAR, British str., 2,315, S. L. Sorby, 24th May—Mangrove 18th May, General—Doddwell & Co.

CARDIGANSHIRE, British str., 2,689, W. O. Tyne, 24th May—London 8th April, General—Jardine, Matheson & Co.

CARL DIEDERICHSEN, German str., 774, J. Kayser, 24th May—Haiphong & Hoibow 23rd May, General—Jensen & Co.

CHINA, Austrian str., 3,168, G. Bergughan, 23rd May—Shanghai 20th May, General—Sunder, Weller & Co.

DEVANOWSE, Ger. str., 1,050, Fr. Behrvaldt, 24th May—Bangkok 16th via Swatow 23rd May, Rice—Butterfield & Swire.

DRUFAR, Norwegian str., 1,102, J. Bing, 24th May—Chinkiang 21st May, Groundnut—Hamburg-America Linie.

HALDIS, Norwegian str., 1,065, N. Solberg, 24th May—Swatow 23rd May, General—Order.

KNIVBERG, German str., 642, H. Niejahr, 24th May—Swatow 23rd May, General—Jensen & Co.

MATHILDE, German str., 391, A. P. Uldrup, 23rd May—Newchwang and Chiefo 17th May, General—Jensen & Co.

OCEANIAN, French str., 4,143, H. Sellier, 23rd May—Yokohama 15th May, General—Messageries Maritimes.

SYDNEY, French str., 5,432, Lobafat, 24th May—Marseilles and Saigon 21st May, Mails and General—Messageries Maritimes.

TAIWAN, British str., 24th May—Canton.

TELEMACHOS, British str., 4,202, J. H. Goodwin, 24th May—Singapore 19th May, General—Butterfield & Swire.

TINGANG, British str., 24th May—Canton.

SHIPPING REPORTS.

The Brit. str. Cardiganshire reports: Light N.E. weather and squally, dull and overcast.

VESSELS IN DOCK.

ABERDEEN DOCK.—May 24th.
KOWLOON DOCK.—Y. Soutua, Scandinavia, Heim, Onang, Hanyang, H. I. S.M.S. Tsingtau, Elzevir, Bach.
COSMOPOLITAN DOCK.—Amiral Ezelmanns.
TAIKOO DOCK.—Maple Leaf, Chenan, Hongkong Maru.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the Brazils, to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRICATICO Ports).

THE Company's Steamship

"CHINA"
Captain Bergullien, will be despatched as above TO SINGAPORE, 26th inst. at Noon.

This Steamer has special accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents, Princess Buildings, Hongkong, 25th May, 1909. [3]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Timor, Port Darwin and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"ALDENHAM,"
Captain St. John George, will be despatched as above ON FRIDAY, 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents, Hongkong, 24th May, 1909. [721]

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATON APCAR,"
Captain A. Stewart, will be despatched for the above Ports on SATURDAY, the 29th inst., at Noon.

This Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN. (Commencing 24 Days).

Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) Moji to Hongkong providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.

Fares for round trip \$120.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd., Agents, Hongkong, 21st May, 1909. [768]

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "PATHEAN" ... On 23rd June.

For Freight and further information, apply to

DODWELL & Co., Ltd., Agents, Hongkong, 25th May, 1909. [699]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via USUAL PORTS OF CALL...	OOKANA ...	Brit. str.	1	T. H. Hido, B.N.R.	P & O. S. N. Co.	On 29th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c...	SOMALI ...	Brit. str.	1	R. A. Peters	P & O. S. N. Co.	On 2nd June.
LONDON & ANTWERP via MANILA, &c...	DENBIGHSHIRE ...	Brit. str.	1	Barrett	JARDINE, MATHESON & Co., Ltd.	On 13th June.
ANTWERP, ROTTERDAM & HAMBURG, &c...	SITHONIA ...	Ger. str.	1	Brehmer	HAMBURG-AMERICA LINE	On 8th June.
BREMEN HAMBURG & ROTTERDAM, &c...	SURVIA ...	Ger. str.	1	Selmer	HAMBURG-AMERICA LINE	On 8th June.
HAVRE & HAMBURG via STRAITS, &c...	SENKAMBA ...	Ger. str.	1	Eckhorn	HAMBURG-AMERICA LINE	On 17th June.
HAVRE, BREMEN & HAMBURG, &c...	SCANDIA ...	Ger. str.	1	v. Dokken	HAMBURG-AMERICA LINE	On 22nd June.
HARVE & HAMBURG via COPENHAGEN, &c...	ISTRIA ...	Ger. str.	1		HAMBURG-AMERICA LINE	On 10th July.
MARSEILLES, HAVRE & COPENHAGEN, &c...	CANTON ...	Swed. str.	1		MELCHERS & Co.	About 8th June.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c...	OCEANIAN ...	Fr. str.	1	Sellier	MESSAGERIES MARITIMES	To-day, at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c...	IYO MARU ...	Jap. str.	1	S. J. G. Parsons	NIPPON YUSEN KAISHA	To-morrow, at Daylight
MARSEILLES, HAVRE & HAMBURG, &c...	WAKASA MARU ...	Jap. str.	1	N. Nielsen	NIPPON YUSEN KAISHA	On 9th June, at Daylight
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c...	SILVIA ...	Ger. str.	1	F. F. Cope	HAMBURG-AMERICA LINE	On 2nd July.
GENOA, MARSEILLES, LONDON & ANTWERP, &c...	KITANO MARU ...	Jap. str.	1	E. Malchow	TOKYO KISEN KAISHA	About 2nd June
CALLAO, IQUIQUE, &c, via JAPAN PORTS, &c...	HONGKONG MARU ...	Jap. str.	1	Bergullien	MELCHERS & Co.	On 1st June, at Noon.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c...	P. E. FRIEDRICH ...	Ger. str.	1		SANDER, WIELER & Co.	On 2nd June, at Noon.
TRIESTE, &c, via SINGAPORE, &c...	PATHAN ...	Brit. str.	1		DODWELL & Co., Ltd.	On 23rd June.
NEW YORK	INDIAN ...	Brit. str.	1		DODWELL & Co., Ltd.	On 18th June.
BOSTON & NEW YORK via PORTS & SUEZ CANAL	EMPEROR OF JAPAN ...	Brit. str.	2	M. Hagino	CANADIAN PACIFIC R. Co.	On 12th June, at 8 P.M.
YANCOUVER via SHANGHAI JAPAN, &c...	MONTEAGLE ...	Brit. str.	1	W. Shotton	CANADIAN PACIFIC R. Co.	On 14th July, at Noon.
YANCOUVER via SHANGHAI JAPAN, &c...	KAGA MARU ...	Jap. str.	1	G. W. Eidy	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c...	SYVERIC ...	Brit. str.	1	R. Harrison	DODWELL & Co., Ltd.	On 8th June, at 4 P.M.
VICTORIA, B.C., & TACOMA via JAPAN, &c...	TOKA MARU ...	Jap. str.	1	St. John George	NIPPON YUSEN KAISHA	On 28th inst., at Noon.
AUSTRALIAN PORTS via MANILA	ALDENHAM ...	Brit. str.	1	M. Yagi	BUTTERFIELD & SWIRE	On 11th June, at Noon.
AUSTRALIAN PORTS via MANILA	CHANGSHA ...	Jap. str.	1	G. W. Eidy	MELCHERS & Co.	On 15th June, at 4 P.M.
AUSTRALIAN PORTS via MANILA	KUMANO MARU ...	Jap. str.	1	N. Mathieson	NIPPON YUSEN KAISHA	On 18th June, at 10 A.M.
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR ...	Jap. str.	1	F. Iscke	NIPPON YUSEN KAISHA	On 9th July, at Noon.
YOKOHAMA AND KOBE	KAWACHI MARU ...	Jap. str.	1	H. Petermann	NIPPON YUSEN KAISHA	About 29th inst.
YOKOHAMA AND KOBE	MISHIMA MARU ...	Jap. str.	1	A. E. Moses	NIPPON YUSEN KAISHA	On 28th inst., at 5 P.M.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU ...	Jap. str.	1	N. Mathieson	NIPPON YUSEN KAISHA	On 4th June, at Noon.
NAGASAKI, KOBE & YOKOHAMA	TULIANG ...	Dut. str.	1	Jurissac	NIPPON YUSEN KAISHA	On 9th June, at Noon.
JAPAN	CHONGSHING ...	Brit. str.	1	Le	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
TIENTSIN via CHEFOO	SYDNEY ...	Fr. str.	1	McClintock-Liddell	JARDINE, MATHESON & Co., Ltd.	About 24th inst.
SHANGHAI, KOBE & YOKOHAMA	TAKASAKI MARU ...	Brit. str.	1	Mocker	NIPPON YUSEN KAISHA	On 27th inst.
SHANGHAI, KOBE & YOKOHAMA	YINGHONG ...	Brit. str.	1	Fraser	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	ABRATON APCAR ...	Brit. str.	1	G. W. Gordon	P & O. S. N. Co.	About 27th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	ISTRIA ...	Ger. str.	1	A. Stewart	DAVID SASSOON & Co., Ltd.	On 29th inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	ANNE ...	Brit. str.	1	Long	HAMBURG-AMERICA LINE	On 29th inst.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	P. B. LUTFOLD ...	Ger. str.	1	H. Kirehner	BUTTERFIELD & SWIRE	On 30th inst., at Daylight
SHANGHAI, YOKOHAMA & KOBE	SINLA ...	Brit. str.	1	C. D. Goldsmith & Co.	MELCHERS & Co.	About 3rd June.
SHANGHAI, YOKOHAMA, KOBE & MOJI	CHIEFUA ...	Brit. str.	1	Williams	BUTTERFIELD & SWIRE	On 3rd June, at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	FOOKSANG ...	Ger. str.	1	Schwinghammer	BUTTERFIELD & SWIRE	On 8th June, at Noon.
SHANGHAI, YOKOHAMA & KOBE	BRASILIA ...	Ger. str.	1	P. J. van Emmerick	JARDINE, MATHESON & Co., Ltd.	On 7th June, at Noon.
SHANGHAI, YOKOHAMA & KOBE	SIAM ...	Dut. str.	1	R. Sugi	HAMBURG-AMERICA LINE	On 8th June.
SHANGHAI, YOKOHAMA & KOBE	TALATAT ...	Jap. str.	1	T. Arthur	JARDINE, MATHESON & Co., Ltd.	Middle of June.
SHANGHAI, YOKOHAMA & KOBE	SOBUT MARU ...	Jap. str.	1	J. S. Bosch	OSAKA SHOSHA KAI HAN	Quick despatch.
SHANGHAI, YOKOHAMA & KOBE	FOOSHING ...	Brit. str.	1	J. W. Evans	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	HAITAN ...	Brit. str.	1	Hodgins	DOUGLAS LAFRAIK & Co.	To-morrow, at Noon.
SHANGHAI, YOKOHAMA & KOBE	HAIRANG ...	Brit. str.	1	Mathieson	DOUGLAS LAFRAIK & Co.	To-morrow, at 1 P.M.
SHANGHAI, YOKOHAMA & KOBE	KAIFONG ...	Brit. str.	1	A. Somerville	BUTTERFIELD & SWIRE	On 28th inst., at 1 P.M.
SHANGHAI, YOKOHAMA & KOBE	TAMING ...	Brit. str.	1	P. W. Almond	BUTTERFIELD & SWIRE	On 1st June, at 3 P.M.
SHANGHAI, YOKOHAMA & KOBE	HUEI ...	Brit. str.	1	R. H. Rolfe	BUTTERFIELD & SWIRE	To-day, at 3 P.M.
SHANGHAI, YOKOHAMA & KOBE	YUESSANG ...	Brit. str.	1	B. Rodger	BUTTERFIELD & SWIRE	On 25th inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	CAIRO ...	Brit. str.	1	J. C. Richards	SHAWAN, TOMES & Co.	On 4th June, at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	CHIEF ...	Brit. str.	1	J. M. Hay	BUTTERFIELD & SWIRE	On 5th June, at Noon.
SHANGHAI, YOKOHAMA & KOBE	BOENY ...	Brit. str.	1	Bradley	BUTTERFIELD & SWIRE	On 1st June, at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	MOYOR MARU ...	Jap. str.	1	Zwart	MELCHERS & Co.	Beginning of June.
SHANGHAI, YOKOHAMA & KOBE	HOFANG ...	Brit. str.	1		NIPPON YUSEN KAISHA	On 3rd June.
SHANGHAI, YOKOHAMA & KOBE	KUTING ...	Brit. str.	1		JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI, YOKOHAMA & KOBE	TAIBODAS ...	Dut. str.	1		JARDINE, MATHESON & Co., Ltd.	On 18th June, at Noon.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE ...	"PRINZ WALDEMAR" Capt. F. Iscke	About Saturday, 29th May.
KUDAT & SANDAKAN ...	"BORNEO" Capt. F. Semhill	Beginning of June.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN ...	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	Wednesday, 2nd June, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA ...	"PRINZ REGENT LUITPOLD" Capt. H. Kirschner	About Friday, 3rd June.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ...	"PRINZ WALDEMAR" Capt. F. Iscke	Friday, 18th June, at 10 A.M.

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA. 5
Hongkong, 21st May, 1909.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
SUVERIC ...	6,232	W. Shotton	On 3rd June.
OCEANO ...	4,657	F. W. Davis	On 1st July.
KUMERIC ...	6,232	J. Mathie	On 29th July.
ATYMERIC ...	4,363	J. Boyd	On 26th August.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & Co., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS. 8
Hongkong, 21st May, 1909.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA ...	"SYDNEY" Capt. Rebuffat	About 24th May.
MARSEILLES via PORTS ...	"OCEANIAN" Capt. Sellier	On 25th May, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA ...	"TOUPANE" Capt. Lancelotti	On 7th June, P.M.
MARSEILLES via PORTS ...	"POLYNESIE" Capt. Broc	On 8th June, 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. DE CHAMPMORIN, AGENT, Queen's Building. 2
Hongkong, 18th May, 1909.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" SAT., 12th June.	"ALLAN LINER" FRIDAY, 9th July.
"EMPRESS OF CHINA" SAT., 3rd July.	"EMPRESS OF IRELAND" FRI., 30th July.
"MONTEAGLE" WED., 14th July.	
"EMPRESS OF INDIA" SAT., 24th July.	"ALLAN LINER" FRIDAY, 20th Aug.
"EMPRESS OF JAPAN" SAT., 14th Aug.	"EMPRESS OF BRITAIN" FRI., 10th Sept.

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW "PALATIA" EXPRESS Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York £71.10

Intermediate on Steamers ... £43 ... £45.

1st and 2nd Class Railway ... £43 ... £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"OCEANA,"
Captain T. H. Hido, B.N.R., carrying His Majesty's Mails, will be despatched from this Office, on SATURDAY, the 29th May, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "VICTORIA," 6,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "OCEANA," due in London on the 2nd July, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent, Hongkong, 17th May, 1909. [1]

"SHIRE" LINE OF STEAMERS LTD.

FOR LONDON AND ANTWERP VIA MANILA, STRAITS & COLOMBO.

THE Steamship

"DENBIGHSHIRE,"
Captain Barrett, will be despatched as above on the 18th June.

For Freight or Passage apply to JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 20th May, 1909. [756]

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

STAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	About 27th May
LONDON VIA USUAL PORTS	OCEANA	Noon, 29th May
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO PORT	SOMALI	About 2nd June
SHANGHAI, MOJI, KOBE, SIMLA and YOKOHAMA	SIMLA	About 4th June

For further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 24th May, 1909.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STAMERS	TO SAIL
MANILA	"TAMING"	On 25th May, 3 P.M.
SHANGHAI	"YINGCHOW"	On 27th May, 4 P.M.
SHANGHAI	"ANHUI"	On 30th May, 4 P.M.
MANILA	"KAIKONG"	On 1st June, 3 P.M.
CEBU and ILOILO	"CHIHUI"	On 3rd June, 4 P.M.
SHANGHAI	"CHINHUA"	On 6th June, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 15th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—
HONGKONG, 26th May, 1909.

BUTTERFIELD & SWIRE, AGENTS.

INDO-CHINA S. NAV. CO., LD.

FOR	STAMERS	TO SAIL
SHANGHAI	"TINGSANG"	Tuesday, 25th May, Noon.
FOOCHOW	"FOOSHING"	Wednesday, 26th May, Noon.
SINGAPORE & SAMARANG	"HOESANG"	Wednesday, 26th May, Noon.
TIENTSIN via CHEFOO	"CHEONGSHING"	Friday, 4th June, Noon.
MANILA	"YUENSANG"	Friday, 4th June, 4 P.M.
SHANGHAI, MOJI, KOBE and YOKOHAMA	"FOOSANG"	Monday, 7th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 15th June, Noon.

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAME" and "FOOSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

For Freight or Passage, apply to
HONGKONG, 24th May, 1909.

JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STAMERS	FOR	LEAVING
"HAIYANG"	AMOY & FOOCHOW	WED'DAY, 26th May, at 8 A.M.
"HAIYANG"	SWATOW	WED'DAY, 26th May, at 1 P.M.
"HAIYANG"	SWATOW, AMOY & FOOCHOW	FRIDAY, 28th May, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.
Hongkong, 24th May, 1909.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG-SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
ANPING via SWATOW & AMOY	"SOSHU MARU"	WED'DAY, 26th May, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.
Hongkong, 18th May, 1909.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KITANO MARU	(Capt. F. F. COPE)	About Wed. 2nd June.
HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 23rd July.
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 8th May, 1909.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	YIO MARU	6500	WED'DAY, 26th May, at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	WAKASA MARU	6500	WED'DAY, 9th June, at Daylight
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SEKA MARU	6500	TUESDAY, 25th May, at 4 P.M.
SHANGHAI, MOJI and KOBE	STOSA MARU	6000	TUESDAY, 8th June, at 4 P.M.
KOBE and YOKOHAMA	NIKKO MARU	6000	FRIDAY, 11th June, at Noon
BOMBAY via SINGAPORE and COLOMBO	KUMANO MARU	6000	FRIDAY, 9th July, at Noon
NAGAGAKI, MOJI, KOBE and YOKOHAMA	TAKASAKI MARU	5000	THURSDAY, 27th May, at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	KAWACHI MARU	6500	FRIDAY, 28th May, at 5 P.M.
	MOYOI MARU	4500	THURSDAY, 3rd June, at Noon
	MISHIMA MARU	9000	FRIDAY, 4th June, at Noon
	KUMANO MARU	6000	WED'DAY, 9th June, at Noon

* Calling at Keelung.
† Fitted with New System of Wireless Telegraphy.
‡ Cargo only.
Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 5 days.
For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO, MANAGER.

Hongkong, 24th May, 1909.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA.

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond.	Manila	On 29th May, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 5th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co., GENERAL MANAGERS.

Hongkong, 20th May, 1909.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES; via STRAITS and COLOMBO.

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	FOR BREMEN, HAMBURG & ROTTERDAM
S.S. ISTRIA	S.S. SUEVIA
S.S. BRASILIA	S.S. SENEGAMBIA
S.S. SEGOVIA	S.S. SCANDIA
S.S. C. FERD. LAEISZ	S.S. SILVIA
S.S. SLAVONIA	S.S. SITHONIA
S.S. ANDALUSIA	S.S. ISTRIA

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 22nd May, 1909.

Hongkong Office.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG	"CANTON"	About 8th June.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of June.

For Further Particulars apply to
HONGKONG, 24th May, 1909.

MELOCHERS & CO., AGENTS.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico). 1909.

S.S. HONGKONG MARU	6000 tons gross	Sail June 1st, at Noon.
S.S. MANSU MARU	5000 "	July 1st, at Noon.
S.S. AMERICA MARU	6000 "	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
S.S. MANSU MARU	5000 "	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 5th May, 1909.

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Sakio Maru" (2,877 tons each) as follows:

NORTH-BOUND.			
Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday	
Arrive—Dairen	Sunday	Monday or Tuesday	
Ar.—Mukden	11 a.m.	Tuesday	Friday
Ar.—Changchun	8.50 p.m.	"	"
Ar.—Harbin (Russian Train)*	9.15 p.m.	"	"
Ar.—Harbin	5 a.m.	Monday	Wednesday
Ar.—Harbin	6.55 a.m.	"	"
Ar.—Harbin	3 p.m.	"	"

Connecting at Harbin with

State Express for Moscow.

Wagon-Lits from Moscow.

State Express for St. Pet'g.

Wagon-Lits from Moscow.

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